A FUEL SUPPLY CONTROL DEVICE FOR A TURBO-CHARGED DIESEL AIRCRAFT ENGINE

ABSTRACT OF THE DISCLOSURE

In a fuel supply control device for a turbo-charged diesel aircraft engine, a fuel injection amount is reduced in accordance with the air temperature when the flight altitude of the aircraft is higher than a predetermined altitude. The turbocharger speed increases as the flight altitude or the air temperature becomes higher even if the engine output power is the same. Therefore, if the maximum engine output power is restricted based only on the flight altitude in order to prevent the overrun of the turbocharger, an undue restriction on the maximum output power may occur when the air temperature changes. By controlling the fuel injection amount based on both air temperature and the altitude, i.e., by reducing the fuel injection amount in accordance with the air temperature when the altitude is higher than a predetermined altitude, an undue restriction of the engine output power, as well as an over-speed of the turbocharger, can be prevented.